GRUMMAN
plane news

Vol. 33, No. 2, Bethpage, N. Y., January 25, 1974

Iran planning to buy 30 Grumman F-14s

There had been hints for some time that the Iranian government was more than casually interested in acquiring the F-14. When Shah Mohammed Riza Pahlevi visited the U.S. last July, he witnessed a Tomcat flight demonstration at Andrews Air Force Base outside Washington, D.C. In September, the Vice Minister of War of the Imperial Iranian Government, Gen. Hassan Toufanian, visited Calverton, and in December, a party headed by Gen. Mohammed Khatami, Commander in Chief of the Imperial Iranian Air Force, got a close look at the F-14 at both Calverton and at Miramar, Calif. Still, on Jan. 11, when the U.S. government announced that Iran had accepted a U.S. "letter of offer" to sell 30 Grumman F-14A fighters at a cost of $900 million, there was a ring of surprise in the story that got front-page coverage in nearly every newspaper from New York City to Tehran.

For Grumman, it is not the first, but it is the largest single foreign program for the company to date.

"Iran's plans to buy an unspecified number of F-14A, date back many months," the *New York Times* stated. "But the emergence of the fuel shortage and huge spurts in the prices paid for world oil, including Iran's, make it that much easier for the Shah to meet the high price on the twin-jet plane.

"Iranian officials have cited many reasons for their country's keen interest in purchasing up-to-date fighters," the *Times* article continues. "Not the least is that Russian aircraft, particularly the MIG-25, made dozens of flights over Iranian territory last year at altitudes where they could not be challenged by the F-4, now Iran's most advanced plane. The F-14A is widely considered the best aircraft to cope with the MIG-25. It is designed to carry Phoenix missiles, which can soar beyond aircraft altitudes, and it has exceptional maneuverability that would discourage dogfights at lower levels."

The letter of offer is a government-to-government proposal between the U.S. and Iran. Grumman will provide the aircraft to the federal government as part of the total 1974 purchase by the Navy.

"The letter of offer is not a contract," says Grumman International Vice President Pete Oram. "It contains financial data provided by Grumman Aerospace and various subcontractors, plus an outline of the costs for the total F-14 program. However, the document the Iranian government signed is an agreement to implement the program and initiate negotiations for the ultimate sale of the planes."

'Site survey'

The first major step in implementation is a very comprehensive "Site Survey" which will be conducted during February and March. "Every aspect of the introduction of the F-14 into Iran will be analyzed," says Mike Pelehach, F-14 program director, "including facilities, management planning, training, personnel planning, support equipment and publications. It is not a study but a team effort conducted by the U.S. Navy with contractor support by Grumman Aerospace and other F-14 subcontractors. The 'Site-Survey' will be a very large team effort, though, that will operate in Iran for several weeks. The result will be a series of detailed documents which will provide the basis for the introduction of the F-14 into the Iran Air Force in 1976."

The Iran Air Force is a very modern, well-equipped and highly motivated defense establishment, Pelehach continues, which presently operates F-5s, F-4s, C-130s, 707 tankers and P-3 type aircraft. "The key element of the introduction of the F-14," he points out, "will be the training of personnel to operate the planes. The Iranian government is not only buying the F-14, but the whole training system developed for the plane as well. This package includes such things as an operational flight trainer, a mission or backseat trainer and a maintenance trainer."

See cost decrease

As to cost, Pelehach says the Iranian purchase will definitely result in a decrease in the cost of the F-14 to the U.S. Navy, although the actual amount will be the subject of negotiations this year.

Pelehach also confirmed the newspaper reports that fairly stable employment will result for the F-14 program, particularly through 1976. He says that in some areas personnel will be increased, in others they may be decreased, all of which will depend on the needs of the program. In general, though, he said the net result should be a fairly stable work force for several years.

The Iranian government will send a team to the Bethpage-Calverton area for maintenance training to provide timely support when the F-14 arrives in Iran. At the same time, Grumman will send representatives to Iran. Tom Brancati, recently elected Vice President of Grumman International, will head the Tehran office.

In addition to the apparent benefits the program is expected to bring to Grumman, there are also a number of broad, potential by-products. For example, by demonstrating the succesful introduction of the F-14 into Iran, further interest from other key countries in Europe and other parts of the world may result. Moreover, the Tomcat may also open the door for the introduction of other Grumman products—such as light planes, health systems products, motor homes and the like—into Iran and other Middle East countries.

Elect Schwendler President of Grumman Ecosystems

William T. Schwendler Jr., formerly executive vice president and treasurer of Grumman Ecosystems, has been elected president of the Grumman Corp. subsidiary, succeeding William M. Zarkowsky.

Zarkowsky will remain as a member of the Board of Directors of Grumman Ecosystems and as vice-chairman of the board of Grumman Aerospace.

The 33-year-old Schwendler holds a bachelor of arts degree in economics from Princeton University and a master of business administration degree from the Harvard Business School. During his years at Princeton and Harvard, he spent six summers working for Grumman Aircraft Engineering Corp., including work in production, engineering, project management and business development. During the summer of 1965, he was a member of the management training program of the First National City Bank of New York City.

After joining Grumman in 1966, he held various positions in the new business area of the Contracts Dept., and was named manager of corporate development where he worked on a variety of projects including acquisition studies, corporate reorganization, formation of Grumman Data Systems and new product developments. He also

(Continued on page 8)

Bill Schwendler

Freese elected Vice President

On January 17, the Grumman Corporation Board of Directors appointed Robert Freese, Vice President-Treasurer of the parent company. In addition to his responsibilities as Treasurer, which he has held since 1972, Freese is also Treasurer of Grumman American Aviation, Treasurer and Director of Grumman Avio Systems Inc., President and Director of Paumanock Insurance Co., and Paumanock Leasing Services Inc., and also a Director of Grumman Data Systems.

Freese holds a Bachelor of Business Administration degree from Manhattan College, and a Masters of Business Administration degree from N.Y.U. After a tour in the U.S. Army from 1953 to 1955, he began his career at Grumman as an assistant supervisor in the Billings and Revenue Department. In 1964, he became supervisor, and the following year, was named financial manager.

After the restructuring of the corporation in 1969, Freese was appointed

(Continued on page 8)

service milestones

40

Lewis D. Simpson, Mfg. Ops. Admin. (2)
Paul F. Meyer, Flight Ops. (7)
Dominick Logalbo, Offsite Support (75)

35

James S. Steele, Methods Engg. (2)
John Karanik, Commercial A/C Prog. (4)
Emil Albertuzzi, Production Mgmt. Staff (6)
Joseph Wagner, Research (26)
Domenico Tassone, Upholstery (36)

30

Frank Leonardo, Sub-Assemb. (1)
Clifford J. Schmidt, Spotweld. (2)
Edward Gaw, GSE Mech. (2)
Harold C. Valentine, Hydraulics (2)
George A. Tucciarone, Prod. Release/Anal. (2)
Julius Donno, Die Shop (2)
Leslie Butler, Drafting (2)
William T. Geissinger, Prod. Ctl.-Parts (2)
William S. Appleby, Flight Transportation (4)
Walter O. Wilson, Assemb. Methods/Plng. (06)
Joseph E. Abrams, Flight OPS (07)
Roland Stoltze Jr., Crew Systems (15)
Peter F. Bergeman, Templates (16)
Charles S. Towers, Personal Admin. (28)
Robert J. Benn, GAA (30)
Albert J. Kordula, P/S Cust. Orders/Rec. (30)
Thomas F. Weiss, Q. C. Mgmt./Admin. (35)

25

Francis W. Appleyard, Prototype (1)
William F. O'Connell, Plant Stores (1)
Andrew R. Baldo, Assy. Tool /Hand Equip. (1)
Edward Mulcahy Jr., Structural Analysis (1)
Herbert D. Stelljes, Steel Parts Assemb. (2)
Edward R. Solosky, EBW Weld. (2)
Frank J. Reichert, Prod. Release (2)
William C. Wilke, Machine Shop (2)
Alfred Q. Kuntz, Tool Control (2)
Anthony A. Mule, Sub. Assemb. (2)
Sigmund A. Rafenski, Mach. Ops.-Parts Cntrl. (3)
John H. Wichmann, Maintenance Admin. (3)
Fred Schaeffler, Prod. Avionics (5)
Herbert E. Squire, Fluids (6)
John E. Jansch, Warehouse (6)
Clifford C. Gilmore, Flight Ops. (7)
Robert A. Okvist, Prod. Deputy/Stat. (7)
Arthur J. Falbush Jr., Metal & Welding Engg. (12)
Robert H. Grosser, Maintenance (14)
Eugene J. Prime, Configur. Data Mgmt. (15)
Martin L. Hoffman, P/S Tech. Serv. (25)
Richard P. Feyk, Veh. Tech. (25)
Russell A. Blair Jr., Plexiglass (27)
John R. Haney, Invent. Cntl. (27)
Lynn V. McDonald, Power Plant (31)
Stanley C. Raeihle, Inspect. Mech. (35)
Fred W. Gunzel, Avionics (36)
Royce A. Schaub, Assy. Tool/Hand Equip. (36)
James W. Byrne, Maintenance (40)

20

John G. Schwartz, Methods Engg. (1)
William J. Hartinger, Press (2)
Harold H. Hanley, Drop Hammer (2)
Werner Lederman, EBW Final Asy. (2)
Brunon Kukrke, N/C Machines (3)
Paul P. Pette, Spotweld (3)
Joseph J. Cavalluzzi, Static Test (5)
Raymond K. O'Donnell, Prop./Spec. Progs. (5)
George P. Gayes, Prop./Spec. Progs. (5)
James E. Peters, Calv. Ops. Mgmt. (6)
Ernest Steiger III, O.C. Lab. (10)
John C. Babine, P/S Elec. Engg. (15)
Leonard W. Keer, Performance (15)
George J. Diamond, Electro-Mech. Des. Proc. (15)
William B. Atchison Jr., M.E. Mgmt. (25)
Philip A. Drapala, P w r. Generate/Conv. (25)
William J. Rigby, Proj. Engg. Ops. (25)
Rudolph E. Genovese, Config./Data Mgmt. (25)
Michael D. D'Agostino, Nuclear/Astrophysics (26)
Roger Kapp, Fiberglass (27)
Louis S. Katona, P/S Field Serv. Mgmt. (35)
Charles E. Rak, Q.C. Syst./Proc. (35)
Frank M. Faruolo, P/B Warehouses (37)
William Leonhardt, Flight Test (88)
Joseph A. Belisle, Grumman International

15

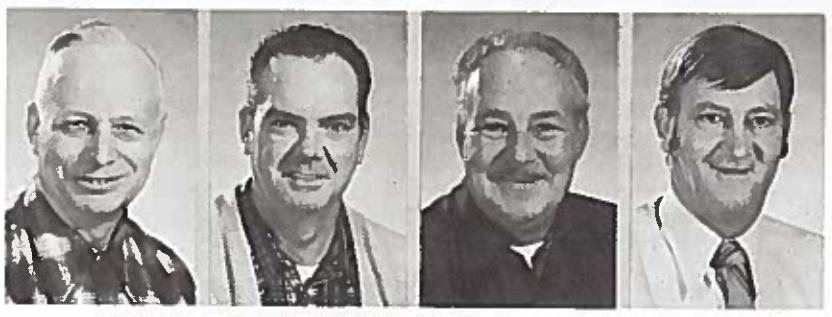
John E. Elflein, PPO-F-14 (1)
Madelaine R. Deyns, Project Secretarial Services (1)

(Continued on page 6)

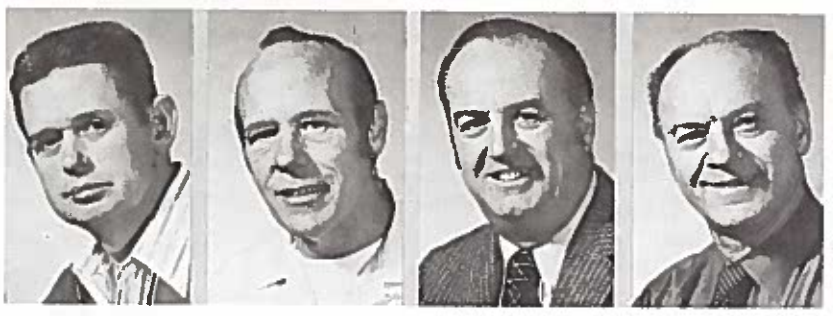
F. W. Appleyard Jr. | W. F. O'Connell | E. Mulcahy Jr. | H. D. Stelljes

E. R. Solosky | F. J. Reichert | W. C. Wilke | A. Q. Kuntz

A. A. Mule | S. A. Rafenski | J. H. Wichman | F. Schaeffler



H. E. Squire | J. E. Jansch | C. C. Gilmore | R. A. Okvist



A. J. Falbush Jr. | R. F. Grosser | E. J. Prime | M. L. Hoffman

R. P. Feyk | R. A. Blair Jr. | J. R. Haney | L. V. McDonald

Rizzacasa, Reilly win top bond awards for cost-saving ideas

In December 1973, the Motivational Program Office awarded $12,825 in U.S. Savings Bonds to Grumman Aerospace employees for their suggestions which helped save the company time and money in conducting its operations.

Four became top winners for the month: Joseph Rizzacasa of Tool Control, Plant 1, earned $1,475 in bonds; Geraldine Reilly of Module Assembly, Plant 5, earned $1,300; Stephen Congro of Final Assembly, Plant 6, earned $1,200; and Louis Samberg of Facilities Maintenance, $1,000.

Joseph Rizzacasa has worked at Grumman Aerospace for six years. Before becoming last month's top winner, he had won awards for three other suggestions. Rizzacasa suggested the elimination of route cards and material review releases for all depot level tooling. "I don't think you should be satisfied at methods that are in use; you should examine those procedures for ways to save the company some money and yourself some time," Rizzacasa says. He has no present plans for his money "but to save it."

Geraldine Reilly, an assembler has worked at Grumman for eight years. Geraldine suggested putting together transistor pads with components prior to installing them on circuit boards. Geraldine has a son in college and plans to use her bonds to help him with his education.

Stephen Congro, a leadman, suggested redesigning F-14 details to permit installation of inlets.

Louis Samberg, a leadman-electrician who has spent 21 years with Grumman Aerospace, suggested the installation of a quick closing glass relay in drivematic machines to prevent double cycling when squeezing small rivets. Samberg, a father of two, says he "hopes to add to his bonds and put them to good use."

Joe Rizzacasa

Geraldine Reilly

Louis Samberg

Other winners of idea awards are:

$525 - Bernard Kurz, Electronic Test, Pl. 14.

$475 - John Miranda and Leo Laliberty, Hot Forming, Pl. 2.

$350 - Joseph Beine Jr., Sub-Assy., Pl. 1.

$300 - Edward Aubree, Instrumentation, Pl. 5.

$250 - Arthur Goehler and James Eiberfeld, Electronic Test, Pl. 5.

$225 - Sam Longo and Michael Kazura, Final Assy., Pl. 6.

$175 - Richard J. Connelly, Sub-Assy., Pl. 27; James L. Leahy, Flt. Avionics, Pl. 7; Salvatore A. Genna, Fuse-Joining, Pl. 1; William R. Mytko and Richard Barlow, Final Assem., Pl. 1.

$150 - Joseph Parisi, Wilber Cook and Fred Reynolds, Grd. Suppt./Test Equip., Pl. 6.

$125 - Joseph Parisi and Wilber Cook, Grd. Suppt./Test Equip., Pl. 6; Fred Gazzola, Avionics Install., Pl. 6; William F. Szeqlin, Sub. Assembly, Pl. 1; Michael J. Sheehan, Method Engrg., Pl. 2; Joseph Lago, Mfg. Technology, Pl. 2; Edwin Welch, Drafting Tech./Cont., Pl. 35.

$100 - Robert Riehl, Charles Wentzel, Leroy Newman, Electrical Engr., Pl. 4.

$75 - Joseph Keller, Final Assem., Pl. 1; Michael Kowalchik, Pwr. Plt. Design, Pl. 1; Philip A. Horton, Mfg.-Engrg., Pl. 77; Walter J. Budd, QC Insp., Pl. 1; Jefferson Coleman, E. B. Welding, Pl. 2., Richard B. Johnson, Major-Sub. Assem., Pl. 1; Henry T. Truppner, PPO- F-14, Pl.1; Michael Grobeck, Sub. Assem., Pl. 1; James Purtee, P'aster/Plastic Tooling, Pl. 11; Carl Blahto, Fuse Joining, Pl. 1; Pasquale Calabria Jr., Fuse Joining, Pl. 1.

$50 - Gordon Cargill, Auto. Circuit Anal., Pl. 5; William Gallagher and Leroy Newman, Auto Circuit Anal., Pl. 25; Frank Ambrosio, Methods Engrg., Pl. 2; James M. Barnes, Methods Engrg., Pl. 3; John Scarpinato, Stl. Prt. Assem., Pl. 2; John Berruti, Stl. Prt. Assem., Pl. 2; Erwin Griesemann and Irvin Wiggins, Inventory Cont., Pl. 30; Sam Longo and Michael Kazura, Final Assy., Pl. 6; Vincent J. Sgro, Adv. Mati/Proc. Dev., Pl. 12; George McGinn, Reqmts. Planning, Pl. 30; Ralph Warren, Final Assy., Pl. 6; Charles Randazzo, Fuse. Sub. Assem., Pl. 1; Lawrence Wilman, Fiberglass, Pl. 27; Marie Louise A. Tsakis, Warehouses, Pl. 17; Salvatore Tranchina, MJ. Sub. Assem., Pl. 1; Paul Simmons, Machine Shop, Pl. 58.

OBITUARIES

GERALD G. BASSETT of P/S Site Supply Management, Plant 15, died January 9 at the age of 59. He had been with the company since 1965 and lived at 6 Douglas St., Carle Place.

VICTOR L. BANICHAR of P/S Field Service, Plant 35, died January 10 at the age of 42. He had been with the company since 1964 and lived at 68 Fairglen Drive, Titusville, Fla.

WILLIAM J. SCHRAMM of Electric Fabrication, Plant 1, died January 17 at the age of 31. He had been with the company since 1960 and lived at 197 Lide Promenade West, Lindenhurst.

FRED R. HAHN of Requirements Planning, Plant 3, died January 19 at the age of 48. He had been with the company since 1955 and lived at 861 Densfield Rd., West Babylon.

Name Lacy general manager at Plant 4

Early last month, Tom Johnson, Vice President-Manufacturing Operations, named Jim Lacy to be general manager of Plant 4, with responsibility for directing all Plant 4 Manufacturing Operations and related functions.

Sitting at a desk, even for part of his day, is not going to be easy for Jim, for he's been on the move a good part of his life. Although he may seem somewhat phlegmatic on first meeting, a better description might be taciturn . . . . Jim's not known to run off at the mouth. But inactive he's not.

When he joined the Company in 1947, Lacy worked on F-8 cockpit and cabin assemblies, moved over to the HU-16 hull assembly area in Plant 2 a couple of years later, and then, from '52 to '58, he performed hydraulic installation, flight prep, and systems checks on F-9 and S-2 aircraft. For the next 12 years, Jim was assigned to Plant 4 as a flight line mechanic, plane captain, foreman on G-I customer and production planes and the E-2A, and from, '69 to '71, as supervisor of flight operations.

Then his career took off—literally —in another direction. Lacy served until 1973 as a Gulfstream field service rep, part of the time in support of the King of Cameroon's Gulfstream II fanjet. "That was six months of world travel," says Jim. He returned to Plant 4 early last year, serving as supervisor until his recent appointment.

Many Long Islanders remember Jim Lacy as a very successful race driver, an occupation that requires quick reflexes, quick decisions, and because of the danger and intense competition involved, one that often gives rise to a quick temper. Midgets, stocks, speedboats, even three-quarter midgets — mini-sized cars resembling souped-up go-karts that ran indoors at local arenas — were all in Jim's stable. He was one of the best around . . . and if you don't believe that, check the records. In his book "What's It Like Out There," Mario Andretti, who later went on to Indianapolis 500 fame, remembers Jim from a TQ race in 1962. He describes the encounter this way: "In the second race of the season, I discovered how high tempers flew at Teaneck. I had a little shunt with Lacy going into the turn, and we both rolled to a stop. Next thing I knew he was out of the car. . . . "

For the past eight years though, after 21 years of racing, Lacy has been off the tracks. As he puts it: "When you start worrying about what's behind you instead of concentrating on what's in front, it's time to pack it in."

Jim may have to spend a little time behind the desk these days, but those who know him will tell you it will be as little as possible. And maybe with good reason: Lacy's responsibility includes E-2C final assembly and flight; corporate Gulfstream fleet; TC-4C mod program; F-14 operational flight trainer fabrication; F-14 mod program; prototype shops; avionic systems test labs; Shuttle Trainer Aircraft development; and the Product Development Center.

Fact is, might not be a bad idea for Jim to pick himself up a TQ to zip around in.

Jim Lacy

Term Grumman comeback in '73 'monumental achievement'

It was Thursday, December 20. The week had begun on an ominous note —an extended period of mild weather had suddenly deteriorated. The previous Sunday, a driving rain had changed to snow and freezing rain, and before dawn much of Long Island lay glistening in an icy wonderland.

Not so unusual for the Island . . . but the change in weather couldn't have come at a more damaging time. It was the week before Christmas, the final work period for Grumman Aerospace in 1973. At the clock ticked off those final 48 working hours in '73, rain again began to fall. At Calverton, flight crews waited impatiently for clearing skies. It had been a long, difficult effort, but only two more goals lay ahead of the Calverton production-delivery team before it could close out the year on a highly successful note.

Grumman had already sold all of its Intruder and Prowler aircraft scheduled for '73, and had sold to the Navy all of its F-14s through No. 54. Except one, that is . . . No. 50 remained a stubborn holdout. It was now housed in a Plant 7 hangar where technicians were making final fixes to aircraft and weapons systems so that it, too, could be sold to the Navy acceptance crew at Calverton.

On the flight line, another F-14, No. 58, had just shut down its engines. If this Tomcat could make its first flight by year's end, the Calverton team would achieve its final goal. A few minutes earlier, a pilot and weapons systems operator made a taxi run in No. 58, but as they tried to take advantage of a brief break in the weather and get airborne, the rain began pelting down again. The clouds seemed to drop even lower and the flight had to be postponed.

It was two o'clock, the seconds were ticking away, and the forecast held little hope of anything better on the morrow.

As rain drops spattered on miles of runways and slipped off the roofs of the production and flight hangars at Calverton, the hopes of more than 3,000 persons there seemed to trickle away with them. They had worked long, hard, even, at times, excruciating hours to meet their aircraft production and delivery goals. Some six months earlier, at the start of their big push, few in the Navy—or in the Company, for that matter — had given them much chance of achieving their year-end commitments. And now, with those objectives seemingly within hand's reach, fate had suddenly turned against them. It didn't seem possible that it could end this way . . . and yet, it was happening.

Busy production year

Nineteen seventy-three signaled the start of a very busy year at Calverton. Production activity changed dramatically—34 aircraft were in work flow each month at Plant 6, more than triple the number of a year earlier, and more planes were scheduled to be added to that flow as '73 progressed.

It was not the best of times to begin a rapid build-up in production and delivery rates. Three years of extensive, company-wide reductions-in-force had cut deeply into the technical reservoir at Grumman Aerospace. At Calverton, where aircraft production activity had grown slack during the late sixties and early seventies, there remained only a small nucleus of experienecd final assembly, test, and flight delivery crews. Hardly enough to do the job laid out for them.

A full-scale hiring program launched to help satisfy manpower needs at Calverton produced, ironically enough, a different type of problem. Many of those who joined the Company at Calverton were inexperienced, so training programs had to be established to ease their introduction to the aircraft world. Teaming them with veteran structural mechanics, final assemblers, electronic techs, and hydraulic installers helped of course, but training, especially on-the-job training, takes time. And the weeks were flashing by.

Wings, subassemblies, engines, and fuselages for the A-6E, EA-6B, and F-14 programs were arriving at an increasing rate at Plant 6 from feeder plants within Grumman and from various subcontractors. Older Intruders were lined up in another section of Plant 6 awaiting modification to A-6E avionics configuration.

In the beginning of April, an already overworked production crew at Plant 6 was asked to extend its coverage of manufacturing activities to an around-the-clock basis every day of the week. For many, that meant 12 hour shifts. For others, it meant continuing on 12-hour shifts.

The strain was beginning to show, on both human and physical resources.

In June, a few weeks after President Joe Gavin assigned Vice President George Skurla as general manager of Calverton operations, production was still lagging. The production floor seemed even more crowded than it had been a few months earlier. Skurla asked for—and got—the loan of several hundred assemblers from Bethpage. (When the crunch hit Plant 7 a couple of months later, about 15 weapons systems techs flew in from Pt. Mugu to help speed F-14 deliveries.) It was only the opening salvo in the production offensive.

'Round-the-clock activity continued. For some, the various engineering, production, and flight acceptance managers on Skurla's management team, the days got longer and longer. There was so much yet to do.

As summer turned into autumn, planes began to roll off the production line at Plant 6 a little faster, almost, at first, as though by sheer determination. To provide more room within the plant, the doors of Plant 6 were opened wide and nearly completed Tomcats were rolled out into the warm sunshine. Swarms of technicians completed final system installations on the F-14s in the open air—and though there were no shelters to house the aircraft against the elements, the good weather held. It was a good omen.

With more space now available inside Plant 6, progress on the F-14, A-6E, and EA-6B production lines seemed to speed up too. And to meet that acceleration, thousands and thousands of Grumman people in other parts of the corporation were called on to increase their efforts.

In the assembly process alone, for example, there are 11 "feeder" plants producing parts and sub-assemblies for the Tomcat. The list looks like this: Plant 1 - fuselage; 2- details and wing center section; 3 - wings, machined and honeycomb parts, and stabilizers; 5 - avionics and support equipment; 14 - component test; 15 - product support; 27 - fiberglass parts; 36 - overwing fairing and upholstery; 77 - armament equipment; and 56 and 58 - machined parts. Add to that the various program, engineering, quality control, material, and supporting functions, and the across-the-board effort that goes into designing, building, testing, and delivering an airplane becomes all the more impressive.

Posters bearing the numerals 58-36-40—production and delivery goals for 1973—had been adorning the walls of Calverton plants since early June. At first they were a curiousity. As production started to jell, however, those figures took on added significance. And as parts and assemblies for those aircraft—No. 58 F-14, No. 36 A-6E production and mod, and No. 40 EA-6B—began arriving at Calverton and taking shape in final assembly jigs, it became evident that those goals could become a reality.

Early calls

Producing aircraft is one thing; delivering them is something else. With autumn approaching, the focus of the effort at Calverton began shifting, ever so slightly at first, from Plant 6 to Plant 7. At the flight delivery center, where weapons systems are installed and aircraft prepared for flight, the 12-hour day became routine. Flight crews, mechanics, techs, and the various supporting groups at Plant 7 were on around-the-clock availability to make sure aircraft were ready for flight. On clear days, wake-up calls to duty pilots went out about 4 a.m. Whenever possible, there were planes in the air from sun-up to sun-down.

(Continued on page 6)

"SKURLA'S BABY!!"
YOU GOTTA BELIEVE
'83

36
E
158798
NAVY
P
40
158810

59

MERRY
CHRISTMAS
WE MADE IT
152630
M 36
36E
P40
NAVY

They came on with a late rush at Calverton to hit '73 goals

(Continued from page 4)

Things didn't always go smoothly; people, like machines, are subject to imperfections. And though the months may have skipped past for those at Grumman lucky enough to spend their leisure time on a golf course, or at the pool, for others they seemed to stagger past. It was a brutal 12-hour-day schedule, almost without let-up.

And while Company flight crews were ready most days to man planes at sun-up, so, too, were Navy pilots and WSOs. They had to be available to fly as soon as Grumman pilots felt the planes were ready for Navy acceptance flights.

Going into the final month at Calverton, production at Plant 6 was just about back on schedule, but at Plant 7 there was still a backlog of aircraft to be delivered to the Navy. Time lost now because of malfunctioning parts and systems was harder to recover. But ever so slightly, there seemed to be a crack developing in the dike—the backlog was breaking up.

In the second week of December, F-14 No. 58 arrived at 7 from Plant 6 decorated with such slogans as "Pride and Joy," "You gotta believe," and "Skurla's Baby." Apparently, the spirit was still willing.

Final payoff

As 1973 rushed to a close, it all came together for the Calverton team. The hours and days and weeks and months of toil were finally paying off. Intruder and Prowler production and delivery goals had been achieved earlier in the month of December. Approaching the final week, Tomcat goals seemed well within reach.

And then, that sudden turn in the weather. It didn't seem possible.

A story like that deserves a happier ending . . . perhaps that's why it got one.

As though there were somebody up there who really cared, there was another break in the weather on that Thursday afternoon. Pilot Ed Curtis took advantage of that moment, flew No. 58 a couple of times around the park, and landed just as the rain opened up again.

The next morning, Capt. Bob Belter, Naval Plant Representative at Bethpage, came to Calverton to buy No. 50—the final F-14 to be sold in 1973.

But that's not the end of the story . . . not quite.

Bob Belter wired the good news to Naval Air Systems Command in Washington, terming it a "monumental achievement in schedule recovery" and stating "the Iron Works are back to health," because "thousands of hard-working Grummanites made it happen."

Earlier, the Naval Air Systems Command sent this message to Belter: "Notable achievement by the NAVPRO-contractor A-6 team . . . must be also recognized that the individual human achievement of each team member has been the prime ingredient of this demonstrated achievement."

Rear Adm. Swoose Snead's reaction was this: "Grumman's response to this formidable challenge has been magnificent. Recovery to (F-14) contract schedule has required unusually strenuous effort resulting in the acceptance of nine aircraft in December. Such performance . . . (is) the finest example of Grumman Aerospace Corporation's renowned productivity and can-do spirit . . . The aggressive and innovative acceptance procedures implemented by NAVPRO have been instrumental in expediting the acceptance and delivery process while maintaining sound business relations and adequate safeguards. I . . . appreciate the sound managerial efforts and splendid cooperation of the entire Grumman team . . . The skill, industry, and zeal demonstrated by all of the thousands of Tomcatters whose talents and capabilities reflect the greatest credit to Grumman in achieving this milestone . . . This message is my swan song in the F-14 program and thanks to you it can be sung in a high note. Well done."

The accolades were well deserved: In all of 1972, 35 aircraft were delivered from Calverton. At the end of '73, 93 planes had been sold to the Navy at Plant 7—33 F-14s, 12 EA-6Bs, 12 A-6E production and 36 A-6 mod aircraft. Seventy-five of those 93 were sold during the final six months of the year.

Board Chairman and President Joe Gavin arrived at Calverton Friday morning to extend his personal congratulations to Skurla and toured Plants 6 and 7 offering best wishes to many of the Grumman people there.

President Jack Bierwirth of Grumman Corporation sent three bottles of champagne to Skurla. Though the bubbly was somewhat dry, for Skurla and all the men and women on the Calverton team, the victory tasted sweet.

plane GRUMMAN news

Published twice a month for the employees of Grumman Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettaliata, director.

Manager, Internal Communications
Brian Masterson

Managing Editor
Charles Petty

Editorial Assistant
Kathy Housley
Roxanne Aaron

Telephone
Plane News: 3293
Plane News from outside line:
LR 5-3293

Insurance note

Parents are reminded that dependent health insurance on children who attain age 19 before the end of January 1974 will expire on February 1, 1974. Transfer to one of six plans of individual health insurance is available on a direct payment basis. Applications and rate information are available from plant Employee Services Offices and the Insurance Department in Plant 28.

Parents of children who are incapable of self-support because of mental or physical handicaps, and who reach age 19 before February 1, 1974, may call Dolores Stierle, Ext. 2386, for information concerning continued dependent coverage under the Grumman Group Insurance Plan.

Training supplement . . .

A four-page supplement listing after-hours courses being offered by the Training and Development Department is now available at Employee Services offices. The next semester starts early in February and registration begins on Monday, January 28.

milestones

(Continued from page 2)

Frank Bartlett, Prod./Mach. Engg. (1)
Charles E. Weiss, Prog. Mgmt. (2)
Leon Maggio, Safety (2)
John A. Parascondola, Food Service (2)
Arthur E. Imhof, Conventional Mach. (3)
Andrew J. Bosmans, N/C Mach. (3)
Brent Sarinick, Mach. Ops. - Tech Serv. (3)
William H. Dempsey Jr., Mach. Ops. - Tech. Serv. (3)
Theodore B. Hanson, Mach. Ops. - Parts Ctl. (3)
Floyd J. Johnson Jr., Plant Stores (3)
Domenico Stanzione, Maintenance (3)
Salvatore Baglieri, Maintenance (3)
Henry J. Hinrichs, Food Service (3)
Robert J. Scott, Prod. Plt. (4)
Frederic J. Trinkle, P/S Elec. Engg. (4)
Theodore L. Faller, Flight Trans. (4)
James P. Bond, Static Test (5)
Lillian M. Rese, Flt. Avionics (5)
Lewis J. Scheuber, Prog. Procurement (5)
Edmund A. Borgo Jr., P/S Mech. Engg./Design (5)
James Livreri, Presentation Serv. (5)
Frederick E. Annette, Presentation Serv. (5)
Bernard J. Parke, Presentation Serv. (5)
Herman Fritzen, Food Serv. (5)
Thomas F. Molloy, Sect. Adm. (5)
Frederick R. Mazzitelli, Ops. Anal./Plng. (5)
John C. Stark, Business Devel. (5)
Rolf J. Larson, Res. Control (5)
Ernest A. Derryberry, Instr. Plng./Cntl. (6)
David D. Averette, Support Equip. (6)
James P. Kennedy, Calverton Ops. Mgmt. (6)
Robert P. Darling, Flight Ops. (7)
Robert J. Wheeler, Elec. Fab. (7)
George A. Jamros, Elec. Fab. (7)
John E. McNamara, Avionics Dev. (7)
Stanley Nilsen, Elec. Prod. Engg. (7)
Arthur J. Pugliese, Flight Sci. (7)
Roman Zurawel, Maintenance (12)
John A. Winn, Material & Procurement (12)
Hans J. Eftang, Meas. Stand. Lab. (12)
Louis Argento, Maintenance (14)
Laurette Williams, Maintenance (14)
Robert L. Kennedy, Mechanical (14)
Paul N. Turtzo, Mechanical (14)
Harry Friedman, P/S Verification (15)
David E. Mohlenbrok, Antennas & Radomes (15)
Julius D. Cobb, Drafting (15)
Josephine Monza, Secretarial Services (15)
Alfred Kuhn, Proj. Engg. (15)
Antoinette M. Palmaccio, E-2 Prog. Mgmt. (15)
Wesley A. Haines, Jr., Templates (16)
Joseph Cirnigliaro, Plant Protection (18)
Edward J. Stevens, Plant Protection (18)

S. C. Raeihle F. W. Gunzel

R. A. Schaub J. W. Byrne

Steve Olish, Transportation (20)
John Rodda, Transportation (20)
Berkeley A. Wiggin, Transportation (20)
Cornelius F. Copland, Central Receiving (24)
Edward Sieminski, P/S Supp. Systems (25)
Barbara A. Trapani, Prog. Mgmt. Space (25)
Arthur L. Deissler, Struct. Design (25)
Herman G. Young, Material/Procurement (25)
Robert W. Gogal, Power Distrib. (25)
Vincent E. Van Coutren, Maintenance (27)
Gloria Lindergren, Insurance/Records (28)
Robert E. Hoehn, Inventory Cntl. (30)
William E. Sweeney, Struct. Anal. (30)
Herbert S. Siegel, Adv. Space Syst. (30)
George T. Ross Jr., P/S RF & Video Engg. (34)
Arthur R. Deller, P/S Tech. Writing (34)
Donald J. King, EA-6B Prog. Mgmt. (35)
Hubert R. Grinsell, P/S Prog. Mgmt. (35)
Mary J. Richmond, Info. Records/Service (35)
George A. Kovanko, Power Plant Design (35)
Joseph Childs, Performance (35)
Thomas Economon, Power Distrib. (35)
Henry G. Moyer Jr., b Systems Sci. (35)
Zigfrid R. Grins, Resource Mgmt. (35)
Anthony J. Bagliore, Field Service (35)
Herbert R. Carlson, P/S Visual Aids (39)
Richard L. Hunecke, Flight Ops. (77)
Ronald F. Davies, P/S Supply Ops. (80)
David Yuhas, Goddard Space Flt. Cntr. (84)

Spalding strikes '300', sets Masters' record

Everybody is talking about shortages lately. Luckily, Plane News is never short of company news, but all the news that's fit to print isn't always printed due to shortage of space. And there hasn't been a shortage of record-breaking pin action in the GAA bowling leagues, recently.

For instance, Dick Spalding of the Masters league wasn't even one pin short of knocking down a perfect '300' game. That's a task that's unbeatable . . . even difficult to tie.

The Master's alleys have been overstocked with outstanding performances. Nick Malandro punished the pins for a 206-199-232-266-903 series. That series rubbed out Vin Crevoiserat's previous league record of 222-226-221-866 made the week before.

Dick Spalding

In the Syosset Mixed league, Rob Ogilvie smashed the old season record with a 265-244-202-711 series. That's a feat that won't be short-lived in the record books. Other action in the league: Rita Mathia, 207-509; Monica Wojtyniak, 184-480; Eileen Toomey, 178-458; Eric Bunzel, 199-589. . . . Highlights of the Outpost league: John Zamojein, 222-627; Jim Farmer, 210-610; Joe Avanzato, 234-635. In the Century Mixed: Pat Van de Wetering, 184-190-541; Al Weisskopf, 188-236-591. . . . Roundup of the Black league: Wil Buck, 256-214-647; Carmine Vitale, 224-605; Irv Austin, 210-229-604; Ted Dija, 239-202-611.

Top keglers in the Aerospace league: Ted Dija, 235-614; Miael Juppe, 219-209-203-631. In the Nite Owl league: Nick Alleyne, 244-678; Peggy Kolody, 199-476; Herb Pirkl, 221-591. In the Hawkeye Mixed: Arleen Schwemmer, 214-540; Tom Cava, 211-221-593; Andy Michalowski, 225-580; Lonnie Bresnick, 209-595.

Highlights of Classified league: Bob Hoehn , 201-204-204-609; Bob Dudonis, 209-216-601; Fred Atkin, 216-233-610. In the Trader league: Frank Nelson, 233-631; Ken Smith, 241-212-589. Red League Ted Martines,: 256-206-617; Kevin Kremier, 258-632. Action in the Patchogue Mixed league: Joan Burgess, 189-517.

Calling entries for table play

Table tennis is a game that has been banging around for years at Grumman. This year, the GAA annual table tennis tournament is marking its 30th year of competition. Play is set to begin Monday, February 4, in Bethpage, Calverton, Wyandanch, and Garden City, says Herb Mahoney, tourney director for GAA.

Any paddle swingers — old and new — can join the ping pong tourney by filling out the entry form on this page and mailing it to GAA, Plant 30 by Friday, February 1. For additional info, contact Herb Mahoney, Ext. 2133 or 2269.

Table Tennis Tourney

Entry Blank

Singles

Name .....

Plant ..... Dept. ..... Perm. No. .....

Days ..... Nights ..... Phone Ext. .....

Doubles

Partner's Name .....

Plant ..... Dept. ..... Perm. No. .....

Days ..... Nights ..... Phone Ext. .....

Entry Deadline, Friday, February 1
(Forward to GAA Office, Plant 30)

King pins. Nick Malandro (L) of the Masters league and Rob Ogilvie of the Syosset Mixed league, compare record-breaking series. Malandro produced a four-game series of 903, while Ogilvie punished the pins for a three-game series of 711. (Photo by Jim Wagner)

Spikers grab title

News traveled slow—very slow, but we finally found out the winner of the Plant 6 Nite Owl volleyball league. The Spikers finished the summer season with a record of 15-6, outclassing the records of the Cryofits, 10-11; and the Tomcats, 7-14.

Plant 27 held its volleyball playoffs in November, a brisk time for volleying. In the best-of-five final series, the Bangers beat the Spikers (a common name for volleyball teams) 15-12, 15-10, and 15-2. Members of the top-ranked team were: Luke Grosso, Rudy Reid, Wally Schulein, Bill Seda, Melvin L. Williams, E. P. Donovan, Ted Lombarski, Walt Marszal Jr., Jim Dunn, and Joe Galan.

Placenza, LoCascio paddle champs

In late autumn, the annual 1973 GAA Paddleball and Handball tournaments were held. The paddleball doubles competition drew nine teams. At the end of the 16-game tourney, Joe Placenza and Frank LoCascio became the top paddlers by defeating Gerald Berman and Ken Fehling, 21-9.

Out of a field of 15, Nick Bincarowsky captured the handball singles title by defeating Bob Montague, 21-19.

And in the handball doubles tourney, the team of Jim Casey and Frank Vargas handed the duo of Joe Placenza and John Zito their second defeat in the double elimination tournament to become the 1973 doubles champs.

Krudzycki, Cole top ringers

The Plant 34 complex horseshoe tournament finally finished up at the end of November. In doubles play, Roy Krudzycki and Al Cole teamed up to defeat Ken Kretschmand and Bill Sheridan for the Syosset doubles title.

Tony Piazza and Dick Lamount battled it out for the singles title, with Lamount defeating Piazza, in the best-of-five final. Both were tied at two games each, and the final game went right down to the last point. Lamount settled it when he threw a ringer with the last shoe.

Sokol wins Plant 27 title

Alice Sokol is the 1973 women's shuffleboard champ of Plant 27. She did it by remaining undefeated in the 12-women double elimination tourney. Mary Eichhorn challenged Sokol in the final round, but the champ pulled through, 62-42, 38-67, and 68-62.

Celebrate 'splashdown.' Barry Brandow (L) and Carl Kupke, who man the Grumman rescue helicopter at Calverton, are mitted by Maj. General Ray Robinson of the U.S. Air Force at a splashdown party recently for their part in the rescue of an Air National Guardsman. Brandow and Kupke, on pinpoint directions from a Grumman E-2C crew, plucked out a downed pilot from the chilly Atlantic early in December.

Energy group sells savings

Conservation is a nationwide cry these days, and Grumman Aerospace's newly formed Energy Systems Group has ways to save energy—and money—for Long Island school districts.

Two school districts—Herricks and Northport-East Northport — have already enlisted the services of the energy group to study ways to cut their district's energy costs.

According to Mel Schreiber, Grumman manager of the school study project, the main objectives are to minimize oil and electric consumption by modifying and adjusting controls in the school district's heating and ventilating systems to correspond to changing conditions of occupancy and non-occupancy.

"We are looking at the school building as an unoccupied mode," says the project manager. "When it is occupied by students and teachers, for instance, their body heat contributes to heating the room. When this element isn't present there is a need for more energy in the unoccupied system. The equipment is not conscious—if you can say that—of whether the building is occupied or not occupied, so we recommend ways to make the systems conscious of the altered situation."

Within two months, the Energy Systems Group's study analysis is presented to the school board with modification recommendations, says Tim Murphy, engineering manager of the Aerospace group. "The school board then has the option to proceed with the installation of the recommended hardware modifications."

Schreiber claims that within approximately one fiscal year the cost of modifications to heating systems will be offset by the reduced expenditures for fuel oil, and to a lesser degree, for demand for electric power. "And with the steady trend of rising fuel costs over the past year, the savings could possibly increase with another jump in oil costs."

The fee paid to Grumman Aerospace for the study is based upon the savings that actually result in the school district's operating costs. "In other words," says Schreiber, "it is a 'no savings-no fee' contract."

To date, Herricks school district, which contracted the group in early November, has asked the Grumman crew to incorporate all the hardware modifications in the study analysis. Last week, Northport-East Northport hired the newly formed Energy Systems Group to begin analysis of its school district's facilities.

New President for Ecosystems

(Continued from page 1)
helped form and became director of the Ecosystems Dept., the predecessor of the present Grumman Ecosystems Corp.

In 1971, Schwendler was named executive Vice President and Treasurer of Grumman Ecosystems with responsiblities for the planning and operation of all Ecosystems activities, including environmental assessment and mapping programs; design and construction of sewage treatment, industrial pollution control, solid waste handling and gaseous waste control facilities; and manufacture and distribution of refractory stacks, compactors and prefabricated incinerators. In addition, Schwendler serves as chairman of the board of Puritech Industries, Inc., Scientific Ecology Inc., and Power-Pac Enterprises, Inc., all of which are operating subsidiaries of Ecosystems.

He is a member of the Environmental Technology Seminar, the Long Island Builders Institute, the National Association of Home Builders, the Petroleum Exploration Society of New York, the Sierra Club and the Water Pollution Control Federation.

Schwendler and his wife, the former Barbara Deiss of Portland, Ore., live in Huntington, N.Y., with their daughter, Rebecca Helena.

GRUMMAN AEROSPACE CORPORATION
BETHPAGE, NEW YORK 11714

BULK RATE
THIRD CLASS
PERMIT NO. 264
U.S. POSTAGE PAID
BETHPAGE, NEW YORK

Bob Freese

Elect Freese

(Continued from page 1)
director of finance for Grumman Aerospace. He remained in that position until August of 1971 when he was appointed assistant to the Treasurer of Grumman Corporation. One year later he was elected Treasurer of the parent corporation.

Freese is a member of the Financial Executives Institute and President of the Board of St. Ignatius Loyola School. Freese and his wife Joan make their home in Hicksville with their three children, John, Bernadette and Maryellen.

GAA schedules tour of Greece

If you have never toured the exciting city of Athens or the Greek Islands, now is your chance. GAA is offering a 15-day trip that includes:

- Round trip air via Olympic Airways 747
- Four days, three nights in Athens at Kings Palace Hotel with continental breakfast
- Three sightseeing tours of Athens and vicinity
- Seven day cruise of Greek Islands aboard M.T.S. Jason including 7 ports-of-call
- Four days, three nights Glyfada Beach at Sea View Hotel with continental breakfast
- All transfers and baggage handling
- All gratuities
- All taxes (airport and port)

Eligibility? Employees and retired personnel, parents, and children or spouse living in same household. Guests are welcome, depending on space available. The cost of the trip will be $904 per person, double occupancy. Guests-$929 per person, double occupancy.

Reservations may be made February 5, 1974, at 5:30 p.m., in the waiting room of Plant 28. Down payment at that time of $150 per person is required. For additional information, contact GAA, Ext. 2269.